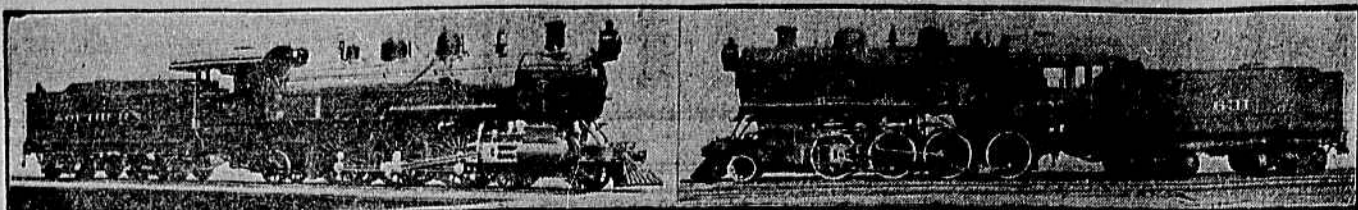


## RAILROAD LOCOMOTIVES AT THE EXPOSITION



Pacific Type Locomotive for Southern Railway—Baldwin Locomotive Works

bacco business that comes along in the course of a year Richmond is simply equipped. The warehouses, in which the loose leaf that reaches here from nearby counties by wagon and from all of Southside Virginia by rail, are large, commodious and well-lighted. They have ample room in which to take care of the weed, and all the houses are offered by men who know the business well, and every care is taken of the weed when it gets into their hands.

## Storage Headquarters.

There are a number of storage warehouses for the care of the weed when it has been ordered and packed in hogheads. A new \$30,000 storage warehouse has been erected within the last twelve months. It is located on the Manchester side of the river, convenient to the tobacco territory of Richmond. It has a capacity for 4,500 hogheads, and it is now filled with tobacco. All of the storage warehouses are commodious and well-lighted. It is a well known fact that insurance rates on stored hoghead tobacco is lower in the Richmond houses than in any market in the country. This is because none of the storage houses in Richmond are buildings erected for other purposes and then improved for storage. They were built for the express purpose of storing tobacco and with an eye to safety from fire and consequent low rates of insurance.

## Last Year's Crop.

The Virginia and North Carolina tobacco crops of 1906 were very much below the average in quantity, and rather below in quality, and yet sold well. Because of increased consumption and a short crop every farmer who made tobacco in that year got good money for it this year. The Southside Virginia farmers and those on both sides of the James near to Richmond, who make the famous sun-cured stock, the olive green and the long red and black leaf, have been doing well for the past several years. They have pretty much abandoned fire-curing of all of these types, and gone to air-curing altogether. The American Tobacco Company encouraged the farmers of the section named to adopt this course, as these types when air-cured suit their purposes much better. The consequence is that company and all of its subsidiaries, all of whom are large and liberal buyers on the Richmond market, have been paying the farmers better prices for the goods they so much need.

The crops in both Virginia and North Carolina for the present year are very little, if any larger than last year, but the quality is very much better. The average has not been near so large as last year, but the yield has been better and the pounds cut and cured will probably be equally as many as last year, but hardly any more.

From all parts of the dark belts in Virginia come reports corroborating the above.

Similar reports come from the West both in both States and from some parts of the Virginia bright belt, along in Charlotte, Halifax and Pittsylvania counties, the reports as to quality are of the most encouraging kind. Numbers of farmers from these sections report that in the matters of size, color and general good qualities their tobacco has not been better in a decade, but at the same time all report that owing to the scarcity of labor and to the backwardness of the spring season their acreage has necessarily been smaller than it otherwise would have been.

The large demand for the raw material has come nearer exhausting the old tobacco stocks grown in 1905 and 1906, than has been known at this season in years. One of the most prominent and best posted tobacco men on the market has made a careful investigation, and the actual figures show that there is to-day less in hoghead tobacco of the old stock in the hands of Richmond manufacturers, warehousemen and dealers than has been known on the first of November in twenty years.

On the whole, it looks as if there will be good business along all lines in the tobacco world from now on. Why should there not be? The farmers of Virginia and North Carolina, upon which States the Richmond market feeds, have good but not large crops, the manufacturers the world over are in need of stock to supply the constantly increasing demand, an increased demand caused by increased consumption of the weed all over the world, and they must have the raw material or shut up shop.

## A Cloud That Threatens.

There is, it must be said, one cloud that overhangs and threatens the situation, and that is the talk of a panic and a money squeeze that is constantly coming from Wall Street. Of course, if there should be a serious panic and a tightness in the money market the tobacco trade would feel it in a measure, but so far the tobacco men seem never to have heard of any threatening of any panic. Such of the present year's crop, mostly the commoner grades, that has been put on the markets of Virginia and North Carolina has sold much better than the first offerings of last year did. The demand for old stock, and indeed, for all kinds of tobacco stock, is urgent. Within the past half month over 200 hogheads have been bought on the Richmond market for shipment to European factories. These sales represent something over \$100,000 of foreign money to be brought into circulation and invested in more leaf tobacco. This does not look like any one is very much afraid of the threatening of a panic.

A prominent tobacco man yesterday

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describes the policy of the Mutual Benefit Life of New York. MUCH in advantageous privileges, MUCH in liberal and protective provision, LITTLE in the words to express them, LITTLE in restriction.

If interested send date of birth and plan preferred. A specimen policy and other information will be promptly mailed.

## J. C. Drewry &amp; Co.

State Agents for Virginia, RICHMOND.



THE LOCOMOTIVE EXHIBIT AT JAMESTOWN.

declared that he had no fear that the present troubles in Wall Street would affect the tobacco market to any serious extent. He thinks the panic, if there be such a thing in existence, or if there shall be this or next year, is and will be confined almost exclusively to stocks and bonds, and will be due entirely to the troubles the railroads and other corporations are having with President Roosevelt's government at Washington and with the Governors and Legislatures of several States, and will not affect general business to hurt.

This optimistic gentleman went so far as to express a kind of half-made opinion that the troubles in the stock markets may help other lines of business. Said he: "There is a great deal of money, and some of it is in Virginia, which has been used in dealing in stocks; that has been kept on tap for that purpose. Now there is no impediment, but really the greatest risk to put it in stocks, much of it may be directed to other business channels, and who knows but that quite a wad of it will find its way into the tobacco business right here in Richmond. Men with idle money want to place it where it will produce, you know, and no one can name a more inviting field just at present than that offered by tobacco." "That is a decidedly pleasing view to take, but it may be a trifle too rosy and entirely too optimistic. At any rate, it may be said for a certainty that Wall Street, at present, barring that Wall Street threatening cloud, point to a prosperous time with the Virginia and North Carolina tobacco growers, and also with the manufacturers and handlers of the weed."

F. S. W.

## BIG LOCOMOTIVES AT THE EXPOSITION

(Continued from First Page.)

locomotive for the Atlantic Coast Line exhibited by the Baldwin Works is a medium-sized engine not remarkable for any peculiarity of design, but it shows that it is sometimes desirable to use the wide firebox engines of moderate power, and with 42-inch drivers this can be done with the ten-wheel type without difficulty. The grate is inclined so as to give ample depth of throat sheet.

The American Locomotive Company exhibits only two standard gauge locomotives, and these are consolidation engines built at the Richmond works and intended for Southern railroads. These engines are identical in the size of cylinders and weight in working order. Each of them is equipped with the Walschaert valve gear, and three of the Baldwin engines are equipped with this gear, making five out of the seven large engines at Jamestown which are fitted with this device. At St. Louis in 1904 the only American locomotive equipped with Walschaert gear was the Baltimore and Ohio Mail compound, and the large proportion of engines at Jamestown having this gear indicates how rapidly it has grown in general favor.

## Business Ahead for the "Stonewall"

With Ample Floor Space and Storage Room the Butlers Ready for Work.

Stonewall Warehouse, more familiarly known as "Butlers," has already opened the loose leaf tobacco season with several sales of primings and low grades of leaf for which it received prices that were pleasing to the farmers. Messrs. W. D. Butler & Company have a splendid house in which to display loose leaf. Their sales floor contains about 12,000 square feet of space, and the storage floor, now full of hoghead tobacco, of the same dimensions. In addition they have lodging rooms for their patrons, both white and colored. The loose leaf department is splendidly lighted with a system of skylights that were put in for the special purpose of displaying bright tobaccos, and they show up the dark goods equally as well. The Stonewall is located on Thirteenth and Canal Streets, in the very heart of the tobacco section of Richmond.

The station for the accommodation of the stock of those who wagon their weed to market are ample and well arranged.

## Young Men, But Old in Experience.

Mr. W. D. Butler, the senior member of the firm, is the oldest young leaf tobacco man in the city, he having been in the trade continuously for twenty years, and he knows it from A to Z.

Captain R. A. Trice, of Louisa county, the auctioneer at this house, has been "lecturing" over piles of air and sun-cured tobacco for the last thirty-one years, and his voice has never yet failed him. Mr. W. C. Wilson, the bookkeeper, has been in the war house business all of his life. The other members of the force are experienced men.

While Messrs. W. D. and John T. Butler, who compose the firm, have been conducting the Stonewall Warehouse only about three or four years, both have had large experience in the leaf business and by their energy and fair dealing they have built up a splendid business at their new farm-house here.

The Stonewall Warehouse is prepared to handle every respect to the tobacco trade, and the strictly business methods of the proprietors will bring them the tobacco to sell from all over the dark belt.

## RICHMOND LAWYER BECOMES INVENTOR

Long Hidden Secret Discovered, and Powerful Turbine Water-Wheel the Result.

JAMES L. SHELTON LUCKY MAN

For some time past it has been known that one of Richmond's well-known citizens was at work upon a new invention for the generation of water power, and which, if successful, would mean an addition to Richmond's already large manufactures. The details, however, have been withheld by the inventor until he could thoroughly test the new machine. This has now been done with a success that even exceeded the sanguine expectations of the inventor.

The inventor is James L. Shelton, and the invention is known in the hydraulic world as a turbine water wheel. The turbine wheel was first invented in France in 1827 by M. Fourneyron, and it at once was seen that it had many advantages over other styles of water motors, such as high speed and its adaptability to low heads of water. But it was also found to be a most inefficient motor when working at less than full power, and the chief efforts along this line have been to raise the partial gate results, so as to thereby adapt the wheel to the constant change of conditions in a water-power plant. Most streams are very variable in their volume of supply while the throwing on and off of machinery connected with the wheel requires that the motor shall be capable of producing the highest efficiency when subjected to these varying conditions, and especially does this become imperative where the water must be paid for by the month or year.

## Why Others Failed.

Notwithstanding the many efforts of inventors to make the turbine efficient, it is admitted that little real advance has heretofore been made. This failure has not been from a lack of knowledge of the producing causes, but from their failure to devise the remedy. It has all along been known that the rapid falling off of efficiency when working at less than full gate was due to the interfering with the direction of the currents of water flowing through the gates or guides of the casing to the buckets of the wheel in the casing, and to the breaking up of the well-defined ratio between the area of inlet and outlet. Any interference with either direction or area results in great loss of efficiency. The remedy, therefore, would be to devise a wheel in which neither the direction of water and the ratio between the area of inlets and outlets would be interfered with, no matter at what power the wheel might be working.

## Difficulties Overcome.

This is effectually accomplished in Mr. Shelton's creation. His invention is indeed novel, and yet withal so simple that the wonder is it was not discovered long ago. In other turbines it has been necessary, in order to regulate the flow of water through them, or the power, to close all the gates or shutters to the wheel simultaneously, thereby changing the line of direction

Consolidated Locomotive for Chesapeake and Ohio—American Locomotive Company.

and reducing the area of inlet, while the area through the buckets would remain the same. In such a wheel it is impossible to keep up pressure when in power. In the Shelton wheel the gates or shutters are operated in pairs on opposite sides of the wheel. One movement of the gate operating mechanism opens two gates fully, while all the others remain closed. If more power is desired, another movement opens two more, and so on until all the gates are open. Reversing the movement closed the gates in successive pairs. By this arrangement both the proper direction of water and proper ratio of area are maintained, and the wheel rendered of high efficiency at all stages of the water or power, and, further, the wheel is thereby rendered steady and uniform in speed, which is so essential in electric plants, cotton mills, etc. By this construction, also, the gates operate easily and without undue friction under the highest head, and are quickly controlled by a governor. The buckets or blades of the wheel within the casing are also of improved design, but the details of construction cannot be here gone into, it being too technical to be understood by those not versed in such matters.

## What a Test Shows.

It is sufficient to say that the entire design and construction of the wheel marks a new era in this class of machinery. One of these wheels of thirty inches diameter, built for the inventor by the C. B. Ford Company, of this city, has recently been installed here by Warner Moore & Co. in their Shockoe Mills, and they are highly pleased with results. The great power of the wheel may be imagined when it is stated that it is capable of driving the entire mill under twelve feet head of water. The mill was formerly driven by three other turbines of the best known make, but those in charge of the operation of the mill affirm that the new wheel will perform the work of all three and with far less wear.

## Richmond is Its Home.

The wheel has been named by the inventor the Ajax, and will be manufactured in this city. The company will be known as the Shelton Water Wheel and Machine Works, and a charter will be procured at once. Some of Richmond's most successful business men are interested among them Mr. Warner Moore, who, as just stated, has placed one of the wheels in his mill.

It is stated by those familiar with the subject that there is a large demand for water wheels, particularly in the South, whose water powers are being rapidly converted into electricity and made to drive all kinds of mills and factories. With a wheel of such superior merit, it may be safely asserted that its manufacture and sale will prove most profitable. The invention is fully protected by patents, both in this and foreign countries.

The strangest fact in connection with the whole thing is that the inventor is a lawyer in active practice at the Richmond bar, and is a man of scholarly attainments. Mr. Shelton was raised up in the milling and manufacturing business, his father before him being the owner and operator of large saw and flouring mills driven by water power. It was while at work for his father that Mr. Shelton acquired the mechanical knowledge which has been so successfully and usefully applied. His subsequent college and professional life has never abated his love for machinery and interest in mechanics.

## High Prices for Horses.

[Special to The Times-Dispatch.] WARENTON, Va., October 18.—Mr. Mitchell Harrison recently bought from Mr. Jas. K. Maddox three fine horses, for which he paid \$3,400. The horses are to be shipped to Leamington, England, where Mr. Harrison has a large stable of hunters.

## Humbling His Spirit.

Mr. Bruce: "I don't know what to do with our Tommy. He's wild and incorrigible. I don't know anything that will break a haughty spirit!"

Mr. Wallace (calmly): "Yes. Make him wheel the baby carriage as the other boys are coming out of school."—M. A. P.

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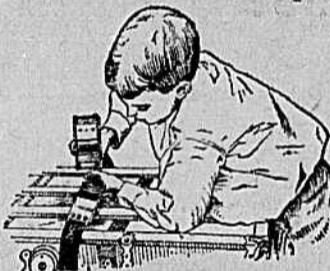
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Once lock adjusted, afterwards place riveted end in hook; shove down, which is the lever; it locks itself, and strap is tight as a drum head. Requires key to unlock.

Write for circular, or send \$1.00 and Strap will be sent you post paid. Agents wanted.

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